

# EXHIBIT F

# The Stone Mountain PATH

Phase 8 – City of Clarkston, Georgia



Collaborative Infrastructure Services, Inc



**KAIZEN**COLLABORATIVE

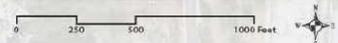


TOBIE GRANT PARK

MILAM PARK

# Stone Mountain PATH - Phase 8

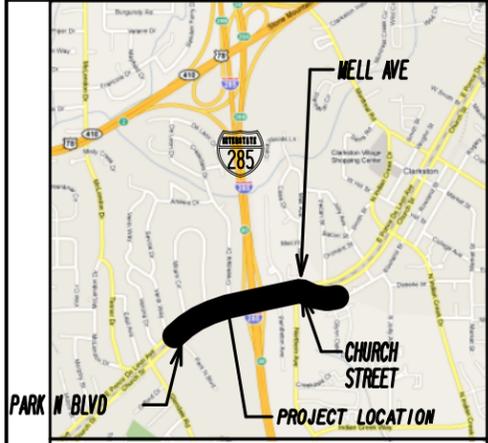
Prepared by: KAIZEN COLLABORATIVE  
 Date: January 6, 2017



# SECTION B

## DEKALB COUNTY DEPARTMENT OF PUBLIC WORKS

### CONSTRUCTION PLANS OF PROPOSED STONE MOUNTAIN TRAIL PARK NORTH BLVD TO MELL AVENUE DEKALB COUNTY

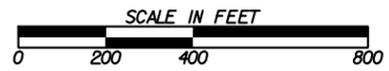
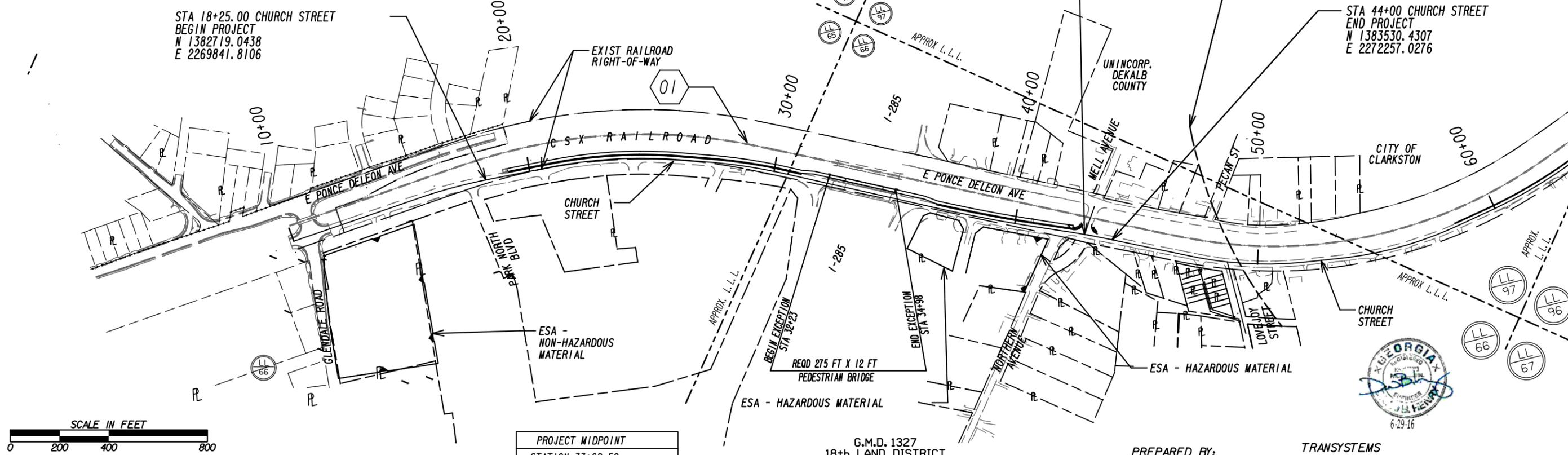


**LOCATION SKETCH**

**NOTE:**  
THIS PROJECT HAS BEEN PREPARED USING THE HORIZONTAL GEORGIA COORDINATE SYSTEM OF 1984 (NAD 1983/94 WEST ZONE, AND THE NORTH AMERICAN VERTICAL DATUM (NAVD) OF 1988.

FEDERAL ROUTE No.: I-285  
STATE ROUTE No.: N/A

260 Peachtree Street NW  
Suite 800  
Atlanta, Georgia 30303  
Tel 678.244.9730  
Fax 770.216.1734  
www.transystems.com



**PROJECT MIDPOINT**  
STATION 33+62.50  
N 1383296.2092  
E 2271246.6874

**FUNCTIONAL CLASS:**  
URBAN LOCAL ROAD  
  
THIS PROJECT IS 100% IN DEKALB COUNTY AND IS 100% IN CONG. DIST. NO. 4.

G.M.D. 1327 18th LAND DISTRICT	
<b>LENGTH OF PROJECT</b>	COUNTY No. 089
	MILES
NET LENGTH OF MULTI-USE SIDEWALK	0.407
NET LENGTH OF PEDESTRIAN BRIDGES	0.000
NET LENGTH OF PROJECT	0.488
NET LENGTH OF EXCEPTIONS	0.052
GROSS LENGTH OF PROJECT	0.436

PREPARED BY: TRANSYSTEMS

PLANS COMPLETED	11-04-2016
REVISIONS	
01/12/17	- 3, 10, 87, 100, 101, 106, 107
01/17/17	- 3, 10, 87, 88

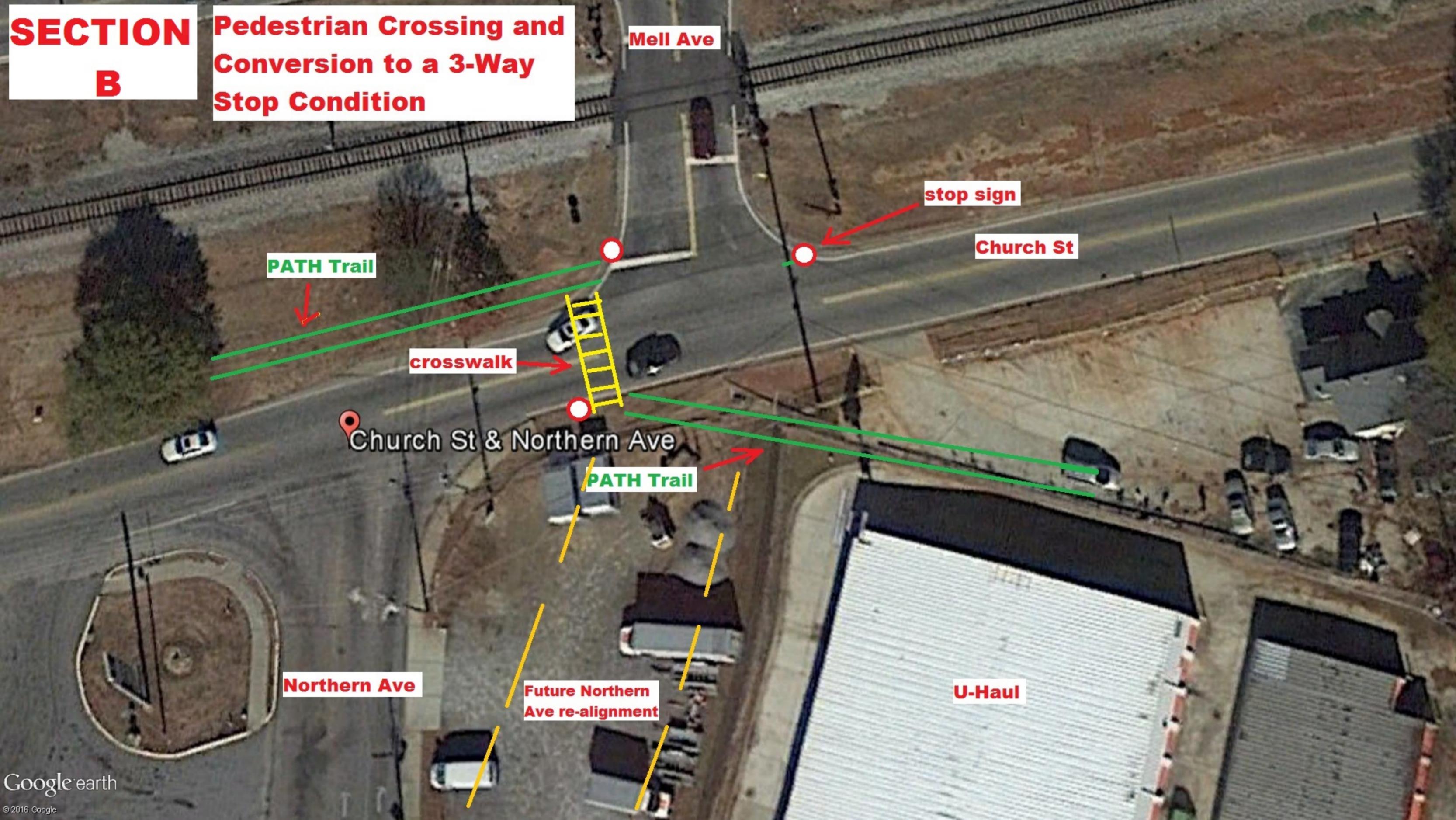
THE DATA, TOGETHER WITH ALL OTHER INFORMATION SHOWN ON THESE PLANS OR IN ANYWAY INDICATED THEREBY, WHETHER BY DRAWINGS OR NOTES, OR IN ANY OTHER MANNER, ARE BASED UPON FIELD INVESTIGATIONS AND ARE BELIEVED TO BE INDICATIVE OF ACTUAL CONDITIONS. HOWEVER, THE SAME ARE SHOWN AS INFORMATION ONLY, ARE NOT GUARANTEED, AND DO NOT BIND THE DEPARTMENT OF TRANSPORTATION IN ANY WAY. THE ATTENTION OF BIDDER IS SPECIFICALLY DIRECTED TO SUBSECTIONS 102.04, 102.05, AND 104.03 OF THE SPECIFICATIONS.

THIS PROJECT HAS BEEN DESIGNED TO COMPLY WITH TITLE 11 PROVISIONS OF THE AMERICANS WITH DISABILITIES ACT (ADA).



# SECTION B

## Pedestrian Crossing and Conversion to a 3-Way Stop Condition



Mell Ave

stop sign

Church St

PATH Trail

crosswalk

Church St & Northern Ave

PATH Trail

Northern Ave

Future Northern Ave re-alignment

U-Haul



## **PATH – Clarkston Phase**

### **SECTION B**

#### **Project Limits & Description:**

New TRAIL bridge I-285 & new trail on CSX side of Church St from Park North Blvd. to Mell Ave. Pedestrian HAWK signal crossing on Church near Park North Blvd.

#### **Project Details:**

- Bridge and trail construction including HAWK pedestrian crossing
- Low bidder selected by DeKalb County – SD&C, Inc.
- DeKalb BOC awarded contract – April 11<sup>th</sup>, 2017
- Project completion date – February 2018
- Convert Mell Ave. @ Church Street to a 3-way stop as an interim measure until which time Northern Ave can be relocated to align with Mell Ave (future project 2020-2021) & signal installed
- City responsible for bridge and trail maintenance
- Infrastructure cost to be incurred by the city – see below

#### **Cost Details**

- Contract Amount - \$1,567,954 (PATH, DeKalb Co. & Federal Funding)
- City – crosswalk striping on Church St (from RR side of trail at Mell to cross Church near U-Haul corner of parking lot) & convert Mell @ Church to a 3-way stop condition – see schematic; \$3000

# Northern Ave. and Church Street - Existing



## SECTION C



# Northern Ave. and Church Street - Proposed



## SECTION C



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## **PATH – Clarkston Phase**

### **SECTION C**

#### **Project Limits & Description:**

Trailhead/Park construction on former “Adams Auto Mart” parcel – adjacent to U-Haul property

#### **Project Details:**

- City responsible for maintenance of Trail and Trailhead/Park
- City responsible for cost of Trailhead/Park construction
- PATH agreed to place “fill” in the future trailhead footprint as the path is constructed. The soil “fill” will not be the final grade of the trailhead. Additional soil will be required and funded by the city when the trailhead is constructed. PATH has also agreed to install a limited number of trailhead amenities and trees at no cost to the city
- Trailhead/park details
  - (a) Grading & fill
  - (b) Concrete base for brick pavers and concrete band
  - (c) Brick pavers
  - (d) Trees/benches/trash receptacles
  - (e) Sod
  - (f) City signage

#### **Estimated Cost:**

City

\$170,000

PATH

\$80,000

# Lovejoy Street - Existing



## SECTION D



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# Lovejoy Street - Proposed



## SECTION D



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## **PATH – Clarkston Phase**

### **SECTION D**

#### **Project Limits & Description:**

Trail construction on former Georgia Power trolley easement from Northern Rd to Lovejoy Street

#### **Project Details:**

- Trail construction – 750 feet
- City responsible for land acquisition associated with trail construction (beginning at parcel east and adjacent to the “former Adams Auto Mart” to Lovejoy Street)
- Lovejoy Street/Rowland intersection to be converted to a 3-way stop condition
- DeKalb purchased Adams Auto Mart parcel
- City performing survey and title work on 5 parcels to verify ownership. City responsible for cost of easements/fee simple acquisition & administrative costs
- PATH responsible for Trail construction
- City responsible for trail maintenance
- City responsible for relocation of Northern Avenue to align with Mell Avenue (Trail project can be constructed without re-alignment of Northern Ave) – City to convert Mell Ave @ Church Street to a 3-way stop condition.

#### **Estimated Cost:**

##### City

- (a) Title & survey - **\$10,100**
- (b) Land acquisition – TBD
- (c) Northern Rd relocation (construction/design/CSX permitting) - **\$290,000**

##### PATH

Trail - **\$268,455**

**SECTION E-4**

**Rowland Street**



**Rowland Street**  
Section E-4

Legend



**Remove stop signs on Rowland St.**



**Resurface Street**





## **PATH – Clarkston Phase**

### **SECTION E-4**

#### **Project Limits & Description**

Striping 4 ft. bike lane on Rowland Street from Lovejoy Street to North Indian Creek

#### **Project Details:**

Milling, resurfacing and striping of Rowland Street from Lovejoy Street to North Indian Creek; 4 ft. bike lane striping on existing pavement; remove stop signs on Rowland at Wagoneer; 1800 feet

#### **Estimated Cost:**

- PATH responsible for striping and signage - **\$8,000**
- City responsible for milling & resurfacing - **\$95,000**

# North Indian Creek Drive - Existing



**SECTION E-3**



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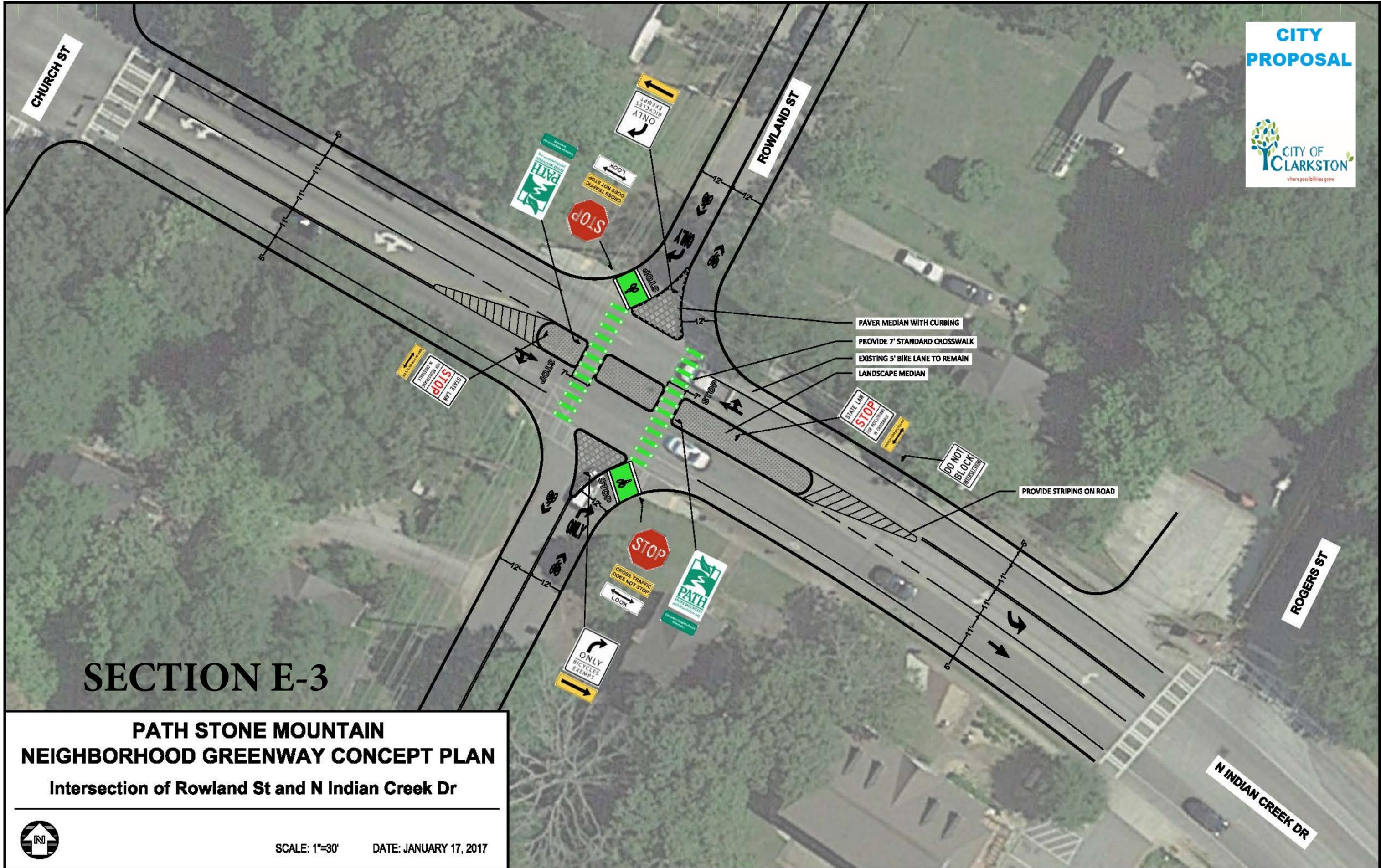
# North Indian Creek Drive (PATH PROPOSAL)



## SECTION E-3



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# SECTION E-3

## PATH STONE MOUNTAIN NEIGHBORHOOD GREENWAY CONCEPT PLAN

Intersection of Rowland St and N Indian Creek Dr



SCALE: 1"=30'

DATE: JANUARY 17, 2017



SECTION E-3



SECTION E-3



## **PATH – Clarkston Phase**

### **SECTION E-3**

#### **Project Limits & Description**

Pedestrian/bike crossing improvements at North Indian Creek & Rowland Street intersection

#### **Project Details:**

- PATH proposed design – see pic.
- City performed Pedestrian traffic study
- City staff recommends constructing ***RT IN/RT OUT*** on Rowland St. (east and west side) at North Indian Creek to reduce traffic tuning movements and pedestrian/biker conflicts (including the dangerous E-W Rowland movement and either a RRFB or a HAWK to improve safety – see examples of both signals)
- RRFB – less impact to traffic flow at intersections of Church and East Ponce at NIC – see pic.
- HAWK
  - ✓ Pro - more visible to vehicles requiring to stop for bikers and pedestrians on NIC
  - ✓ Con - will result in long delays on NIC at the 2 intersections (due to lack of limited distance to Church & East Ponce of 250 and 400 ft., resp.) - the various signal phases required with HAWK will result in delays on NIC traffic movement; specifically at AM and PM peak hours
- City responsible for maintenance
- Staff suggests public meeting regarding modifications to traffic flow on Rowland St

#### **Estimated Cost:**

**\$320,000**

##### **CITY:**

- **\$160,000**
- Scope includes RRFB or HAWK signal, RT IN/RT OUT medians on Rowland St, modifying radii on Rowland to provide for 11 ft. lanes entering and existing Rowland, potential utility relocations, landscaped median, 2 crosswalks, striping, signage, additional striping on NIC (striping faded – ask DeKalb to use thermoplastic striping)

##### **PATH:**

- **\$160,000** (PATH has agreed to fund 50% of the project costs provided the city recommended schematic described in the aforementioned is constructed)

# Rowland Street - Existing



## SECTION E-2



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# Rowland Street - Proposed



## SECTION E-2



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## **PATH – Clarkston Phase**

### **SECTION E-2**

#### **Project Limits & Description**

Convert Rowland Street to a “Green Street” from Market Street to NIC; bikers/pedestrians sharing the public right-of-way with vehicles; landscape island between parking lot & road; landscape island to also become a stormwater quality feature (bioswale) for road runoff; milling & resurfacing, new striping, new curb and gutter - 1200 feet

#### **Project Details:**

- Staff recommends new ordinance that allows for changes in use of public road right-of-way
- Provide a public meeting for dissemination of information on project; modifications to public use of Rowland St right-of-way
- Potential opportunity for federal funds on “Green Street” project – planning to implementation approx. 3-5 years
- Discuss with church administration modifications to Baptist and Methodist parking lot access – all access onto Rogers Street
- Landscaping to encroach into parking lots – city 2013 survey reflects 50 ft. ROW on Rowland
- International Bible School parking lot paving – church responsible for cost
- Methodist Church parking lot paving – church responsible for cost
- Coordination of Green St improvements with Streetscape scope on Market

#### **Estimated Cost:**

CITY:

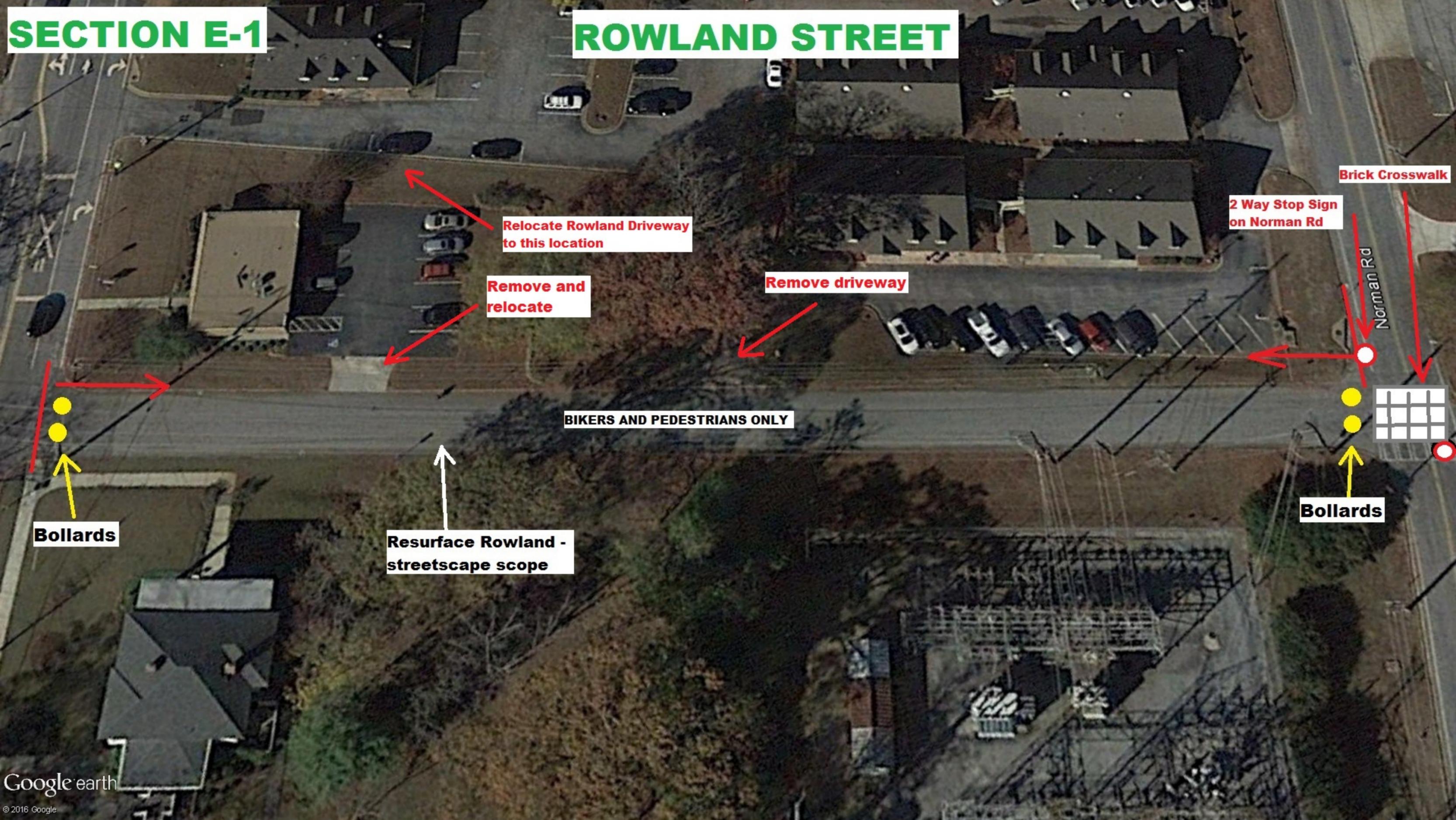
**\$700,000** (construction and design)

PATH:

Willing to consider a yet TBD funding level. Will revisit project with the city in 2019

# SECTION E-1

# ROWLAND STREET



Relocate Rowland Driveway to this location

Remove and relocate

Remove driveway

2 Way Stop Sign on Norman Rd

Brick Crosswalk

Norman Rd

BIKERS AND PEDESTRIANS ONLY

Resurface Rowland - streetscape scope

Bollards

Bollards



## **PATH – Clarkston Phase**

### **SECTION E-1**

#### **Project Limits & Description**

Restrict vehicle access to Rowland Street, from Market St. to Norman Road. Provide for bike and pedestrian access only. Install bollards on both ends of Rowland Street, convert Norman Rd at PATH trail to a 2-way stop condition (Rowland Street will be a “free-flowing condition for bikers/pedestrians) & install brick pavers or other architectural/landscaping features at PATH crossing with Norman Rd.

#### **Project Details:**

- Provide public meeting for dissemination of information on the closure of Rowland to vehicles
- Discuss access modifications with office park owners and provide alternate access to Market
- City responsible for maintenance
- If council approved, modifications would occur after streetscape project is completed - after 11/2019. Sidewalks and relocation of granite curb would be removed from the streetscape scope. Request for scope change would be submitted to GDOT in late 2017/early 2018. Asphalt milling and resurfacing would remain in the streetscape project scope.

#### **Estimated Cost:**

City:

**\$60,000**

PATH

**\$0.00**